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FWSCCC-0051

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Malheur Refuge

NOVEMBER NARRATIVE REPORT FOR CAMP FIVE MILE BF-1  
OREGON

SUBMITTED BY GEO. W. BEERS, CHIEF FOREMAN, CONSTRUCTION & MAINTENANCE



We have a very good company of 170 Missouri boys, all of whom are re-enrollees; these boys know how to apply themselves to the various work jobs and seem to understand most types of work.

To date, we have made one dragline operator and six tractor operators, all from enrollees who started to work on these jobs since coming here, October 31st. Other boys have learned to lay brick chimneys, cement foundations, to do various building work.

Our chief jobs are as follows: renovating the "P" ranch house, building levees, pond development, road construction, fence construction, channel changes and general cleanup.

During the month of November, we have completed two cement cattle guards.

The renovating of the "P" ranch house is progressing nicely with the plumbing and lathing nearing completion. The center section, connecting the two main sections of the house, has been roofed and the large chimney has been built above the roof. This has been done by enrollees under the able guidance of foreman Nelson. The changes made in the outside openings are nearly completed; this work consisting of cutting new openings, filling others and making frames and casings for the new openings.

There was no oil and grease house at this camp so one was constructed, 16' x 16', from odds and ends, the work being entirely done by enrollees with only an hour or so of instructing by myself; a grease rack for greasing trucks and cars was also constructed by the boys.

A very dangerous narrow, rock point, with an "S" turn and an embankment of 15', near camp, is being widened by a group of enrollees under the supervision of a leader. This job consisted of building a rock retaining wall along the shoulder, drilling the rock with a jackhammer, blasting and wheeling the blasted rock to the outer edge, thereby widening and removing the "S" turn.

We have set four juniper gate posts in concrete, 18" x 18", 5 feet in the ground. It is necessary to set these posts in cement to prevent their leaning or sagging from the weight of the heavy gates which swing free. One post is set at each end of the gate, then two 2 x 6 pieces placed one on each side of the post at the top which tends to prevent the posts leaning; if they did, the gate, of course, would not open. These gates are made of 2 x 6 lumber and placed beside the cattle guards so that stock, vehicles, and men may pass thru.

Two 16' span bridges were built and three 24" tubes placed across the center road. Several miles of the recently constructed road has been maintained and three miles of road widened, shoulders raised and center plowed out, ready for the graveling.

Over 150 yds. of sand was washed in November and 100 yards of this has been hauled some 43 miles to Sod House for completion of the rock building and rock walls.



We transferred one "55" Cletrac, with trailbuilder, from Camp Sheldon to Five Mile which is to be repaired; parts will cost approximately \$700.00 and three weeks work for two men to put in shape. Transferred one "55" Cletrac with trailbuilder, all in good shape, to Clear Lake Camp on Tule Lake Refuge, each of these trips necessitated two trucks, mileage covered was over 1200 miles. We are greatly in need of a large truck and semi-trailer to transfer cats and heavy equipment in and about the refuge.

A good practice, which is followed by the U.S. Forest Service, is never to road, that is, drive with own power, a cat or tractor over four miles, as this roading is very hard on machinery of this type. We need a truck with trailer capable of hauling 12 tons. Another job involving considerable labor is the packing of 8 feet juniper posts out of the canyon on Bridge Creek. These posts were cut for the Swift Company, former owners of this part of the refuge, and were given to the refuge if we chose to get them out. This means packing the posts all the way from 5 yds. to 800 ft. on up a 45% bank. A post of this type is worth 35¢ each when out of the canyon. One boy packs six of these posts out each day, the average boy packs four and five.

The dragline is now working double shift with an enrollee running the afternoon shift and each operator has an oiler. This speeder dragline,  $\frac{1}{2}$  yd. bucket, has put out 7600 cu. yds. during the past month and with the double shift will greatly exceed this next month. It will not double the output as the ground is frozen which slows up the work some and it now is operating on mats made of 2 x 12 laminated to prevent it breaking thru the frozen ground into a bog pocket..

Each foreman is teaching a class, one in Auto Mechanics, another in Blue Print Reading, Biology, Diesel Engines, Leather Work, and Blacksmithing; the Chief Foreman teaching foreman instruction.

On November 22, at the north end of the Malheur Lake, a sight one is seldom fortunate to see we witnessed. I believe without exaggeration, we saw 75,000 lesser snow geese, many gray honkers, and thousands of ducks feeding. The white and gray geese were scattered along the shore for about two miles, the ducks feeding in deeper water. They appeared so tame five of us walked to within 100 feet of them and when they rose into the air the beating of their wings and loud cries presented an unforgettable picture of sight and sound.

A six horse team with a trailer wagon hauling wood thru camp proved quite an attraction. These horses were hitched two abreast with the large freight bells on the lead team hamos (over the weathers) calling attention to a possible driver around a curve that a freight team was approaching; the wagons are hitched tandem. This country is one of the few places left where one may see, in actual use, the freight wagons in teams; of course it may be seen in stock shows on parade but not actually doing work as it used to be done.

We had several visitors here from the Washington office whose visits we enjoyed. One thing particularly was noted, and that is, these men brought their office closer to the field, with its problems, and that a general helpful spirit was left behind. To put it in words as expressed by one, "They seem to have brought the olive branch this time in place of the thorn bush".



The old Company 269 moved to Likelly, California on the 30th of October and we took five trucks, four Dodges and a Chevrolet, and went to Board Corrals Camp in Nevada and brought back the new Company 737, a Missouri Company, composed of about 160 men.

The new boys are nearly all good workers and we have many good loaders amongst them. Their motto is "We get it done" and I beleive they are going to do it.

We have been breaking in several man as "Cat" men, and while breaking them in, have bucked up about a mile-and-a-half of shoulders along the road between Frenchglen and the ranch house also along the center road. We have been reconstructing about five miles of this same road; first, we used the ripper and an RD7 to rip up the surface, then we used the "35" Clotrac and grader to progress with.

Besides this work, we have constructed two single span bridges on the center road. We started hauling gravel this morning using a loading trap and bucking up the gravel with a Caterpillar "40" (gas) Cat.

I have been here on the "P" ranch for eight years and have never seen as many deer as I've seen this fall. I saw ten in one bunch and sixteen in another. The bunch of ten we saw five or six morning in succession.

While we were constructing one of the bridges, a four point buck came up within fifty or sixty feet of where we were working; everyone stood quietly and holding his breath, the buck stood and looked at us for some time. As luck would have it, my kodak would be in camp.

I haven't seen an egret for over a month but the pheasant are seen every day.



The first few days of this month a crew of men screened about 25 cu. yds. of sand for Sed House Camp and about 20 cu. yds. for "P" Ranch house.

A small crew worked at general cleanup around "P" ranch buildings. Another crew helped around the "P" ranch at carpentry and plumbing and poured cement for two cattle guards.

One of the crews of men completed the cattle guards and painted them also the main entrance gate to the "P" ranch. Two large posts were set in concrete at the main entrance and two were set at the ranch.

A crew of men, varying from four to twenty-five, has worked at general cleanup on the refuge about the "P" ranch. They cleaned up a long shed which is being used to store trucks and machinery. They also cleaned up the grounds around the shed, of weeds, to lessen the fire danger.

A crew of men completed one mile of fence and another half mile will be completed when stays are put in. A crew of men cleared brush for the fence line.

A crew, consisting of eighteen men, carried posts out of a canyon approximately one-quarter of a mile in depth. They averaged four posts a day per a man.

During this month I have seen numerous bands of geese flying high over the refuge; both ducks and geese are beginning to leave. There are quite a few left yet, however. I have seen a few small bands of quail, Chinese pheasant and pelican. The quail and pheasant stay here throughout the winter.

Coyotes are beginning to be seen. With the colder weather, they are becoming more numerous on the refuge. Lately I have seen several deer.



We have completed the large road drag and it is now in operation. Many bolts and drift pins were made for bridges, cattle gates and guards. Corner irons, bolts, and truss rods were made for the loading rams at the gravel pit.

Repairing of chains, rods, drills, and hand tools is a daily job keeping one busy at work.

A generator has been installed in the shop for the charging of batteries, another got for the helper looking after batteries.

A sheet iron and barred pen was built in one corner of the garage for the stove, according to specifications outlined in Emergency Work Safety Regulations, supplement No. 5, additions to Part 1, Chapter 11.

After having been laid up for some time due to the need of new parts, my helpers and myself have finally repaired one of our Cletracs repaired and it is now working out on the job.

The reason it has taken so long to repair it is because of having to wait so long to have the crank shaft ground because of becoming egg-shaped and having to wait for other parts. Now that we have finished repairing it, it runs just as good as new; at least I believe so as do others who have heard it run.

This tractor was taken apart by someone else before I came to this camp and it was quite a task putting it together as the parts had been scattered all over the place. No small part of the job was the finding each of the parts.

Keeping six dump trucks, nine stake trucks, four pickups, and five tractors in shape is quite a job.



The remodeling of the "P" ranch house has progressed very satisfactorily. The boys have made up and placed about thirty windows and door frames. The shingling of the new part has been completed.

About 8,000 laths have been put on in the building. 24 ft. of the chimney, 30" x 60", was built by two of the C.C.C. boys.

The plumbing is practically completed; the plumber and his boys are installing the steam heating plant.

The boys at the gravel plant have washed about 200 cubic yards of gravel and sand.

The entire month of November has been spent on the new river channel above the dam. The channel averages 7 ft. 6 inches deep and 20 ft. wide. At the start we had about 6 ft. of soft dirt and 18 inches of gravel on the bottom. This gravel is mixed with large cobble stones which makes it very hard and slow digging.

The gravel has increased so now we are digging about 3 ft. 6 inches of gravel out of the bottom of the channel.

During the month I have broken in two oilers and have taught one of them to operate. He is doing very well and seems to have a natural ability with machinery.

Starting on the first of December, I will run two shifts on the dragline and will teach the other oiler how to operate this sort of machinery.

Although the ground has been frozen, it has caused no trouble as yet. Our motors are operating perfectly in spite of the cold and the entire machine is in good condition.



During the month of November I have had between 22 to 23 CCC Boys. We have been building fences and also taking down old fences.

We have learned how to build tripods or fence jacks. These are built out of short posts and used in place of regular posts where the ground is too rocky to dig post holes.

I have a good group of boys that work with a will. I have them separated into small groups, each having their respective job to do; some put in corner braces, some dig post holes, some set fence posts, some slash sagebrush along the fence line, and some take down the old fence, each working where he will fit in the best.

During the past month I have seen three coveys of hungarian partridge, totaling around thirty birds. I also have seen bunches of 12 to 14 chinese pheasants. I saw four deer in one group, a buck and three does. Many hawks, owls, eagles, ducks, geese and other birds are seen daily on the refuge.



Following is a list of the instruction and training taught to the enrollees by the foreman of Camp Five Mile.

#### CLASS INSTRUCTION

Subject	Instructor	Days when held	
		Days	Hours
Auto Mechanics	Jensen	T & Th.	6-7 P.M.
Blue Print Reading	Nelson	T & Th.	8-9 P.M.
Biology	Batterson	M & F	7-8 P.M.
Diesel Engines	Clasen	T & Th.	6-7 P.M.
Leather Work	Ash	M & F	8-9 P.M.

#### SYSTEMATIC TRAINING ON THE JOB

Project	Instructor	Hours per week
Blacksmithing	Barge	2
Blue Print & Build	Nelson	2
Diesel Shovel	Clasen	2
Fences	Batterson	2
Cattleguards	Eace	2
Road Construction	Ash	2
Truck Operation	Jensen	2
Foreman Training	Beers	2



## SAFETY COUNCIL MEETINGS DURING MONTH OF NOVEMBER

November 4, 1936

Safety council met at 5:45 P.M. with all technical overhead present.

Among the important subjects discussed was that of trucks being carefully driven over new territory so as to avoid shaking up the crews and lessen possible injury to the enrollees.

The second gas tank line was properly taken care of immediately after the last safety meeting. Mr. Nelson stated that all enrollees must use the truck steps and cease standing in any technical service truck while it is in motion. No trucks will be allowed to speed nor should more than two persons be allowed to ride in the front cab; drivers should abide by all EGN regulations regarding safety.

Mr. Beers suggested that all leaders and ass't leaders should attend the meetings as soon as possible. This will tend to make all work crews more safety minded.

Enrollees should be cautioned about fires; they should not carelessly build fires nor dispose of their cigarettes carelessly.

The trucks stored around the buildings should not be closer than fifty feet from all inhabitable buildings, this will less the danger of fires. The parking of trucks was discussed and it is planned to remove them from the immediate camp site.

There was a general discussion on various other factors affecting the safety of enrollees.

Meeting adjourned: 6:30 P.M.

November 12, 1936

The regularly scheduled meeting was not held on this Wednesday on account of it being Armistice Day, a national holiday. The next evening, Thursday, November 12th, the meeting was called to order but without the attendance of the leaders since they had an army function to perform.

Mr. Beers said that every man in charge of a work crew without a first aid card would be required to take the American Red Cross course in first aid.

First aid boxes were constructed and are now waiting to be filled by the doctor in charge of the camp hospital. Lack of bottles for the boxes is holding up there delivery to the various crews.

The trucks were removed from around the buildings and are now parked where they will be safe from accidentally setting fire to any wooden structure. Fire extinguishers will be required to be in each truck carrying crews.

In the general discussion, Mr. Beers asked the foremen if they would



teach classes in camp. They all readily agreed to do this to help out in the education of the enrollees.

Meeting adjourned: 6:30 P.M.

November 18, 1936

Safety council met at 5:30 P.M. with the Superintendent, foreman, and leaders of Company 737 present.

Mr. Beers said that all foremen, leaders and asst leaders must pass the American Red Cross examination in First Aid so that they will always be prepared to render aid to the enrollees on their various crews. The camp doctor began to teach a class in First Aid a few days later.

The men should always use the steps getting into and out of the trucks; they should never stand in moving trucks for should they become hurt, the enrollees may not be able to draw any compensation due to the fact that they were breaking BCW safety regulations.

The enrollees should wear goggles while chipping rock to prevent eye injuries as well as "Cat" drivers engaged in different types of work where there is a lot of dust in the air.

Nails should be pulled out of the loose lumber so that the safety of the men will not be impaired. Men should be warned against standing on the running boards of the dump trucks while spreading gravel as this is a very dangerous procedure leading to serious accidents that often prove fatal.

Mr. Beers suggested that the foremen and leaders should make notes of dangers on the jobs so that they may be brought up for discussion and correction in future safety meetings.

Meeting adjourned at 6:15 P.M.

November 25, 1936

The Safety Council met at 5:45 P.M. with the Superintendent, Foreman, Commanding Officer, Educational Adviser, and leaders present.

Some of the following points were discussed:

Tools should be placed in tool boxes while hauling crews; first aid boxes should be filled and distributed on the trucks hauling men. If the men work daily on the same job and their truck is absent for long periods of time, it would be best for them to have an extra first aid kit to keep ready for usage.

Recently a few of the boys jumped out of the trucks without using the safety ladders; this will not be tolerated any longer.

The men should not wear apparel that may endanger their safety in an emergency.



out pair of shoes or a torn piece of clothing can easily cause an accident.

While stretching wire, the men should be instructed to stand behind the post to prevent being cut by the wire if it should accidentally break.

Men should wear gloves instead of mittens when engaged in projects where a firm grasp with the hands are needed.

Enrollees should never stand on running boards of the trucks while the trucks are moving.

Meeting adjourned at 6:16 P.M.





Some of the salvage lumber  
which was hauled into a general  
stock pile by the cleanup crew.

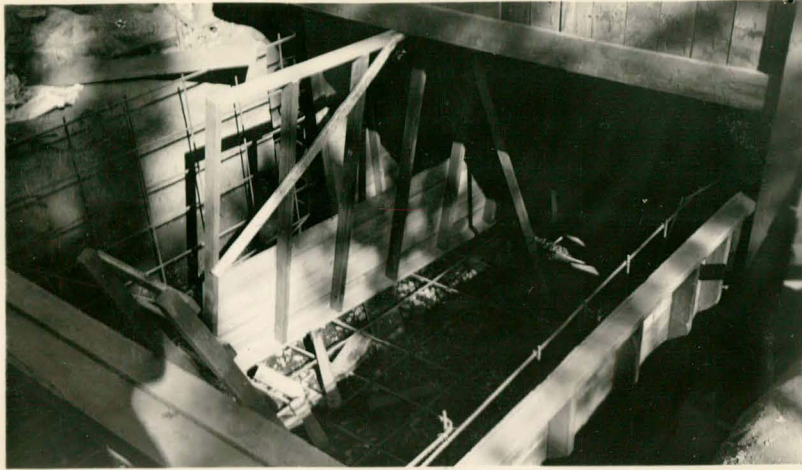


Boys widening out the narrow  
curve just above camp by roll-  
ing rock over building up a  
shoulder on lower side of road.



Dragline cleaning the river  
channel.





Showing the pit for the cattle guard with the forms in ready to pour the cement foundation.



The cattle guard completed and is being painted.



Loading crushed rock to be used to fill in the rough places in the road.





The clerk's cabin at Sod House nearing completion. This Camp hauls the sand used in the building and rock walls.



The oil house at camp being constructed entirely by CCC boys. The grease rack on the left likewise was constructed by the boys.



Scattering posts for the fence. It appears like the boy is standing up while truck is in motion, however, he sits down and rises when truck stops.





Bucking off the weeds and grass down to soil that the litter will not be placed into the road which later makes holes when it decays.



Showing where the weeds and debris is removed; ready to push up dirt to make fill for the road and dyke or levee.



Building up the rock ends on one of the metal tubes placed across the road to prevent dirt filling the tube.









Removing the soil off of the gravel to be used on the road.



Widening out a dangerous narrow point in the road just above camp; Cat is operated by enrollee.



Leveling up the road near camp.